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### CIRCULATION

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### SUBMISSIONS

The Minnegazette welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to surface public transportation in Minnesota. No payment is made, and publication is at the editor's discretion.

The Minnesota Transportation Museum operates the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola.

The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line and the Excelsior Streetcar Line in Excelsior.

## CORRECTIONS AND NEW INFO

Jim Schantz, Chair of the Seashore Trolley Museum, writes to identify the man standing on the rear steps of streetcar #1267 (page 19 of the Spring 2006 issue).

"The person in question is D. Thomas (Tom) Bergen, a Seashore member who joined in the late 1940s or early 1950s. Tom is a native of the Twin Cities and was on hand when the car was turned over to Seashore. Tom (who now lives in Washington, DC) has a bit of a dry humor. On the cover of our 1993 Annual Report (right after 1267 was completed) I published a small image of a the front cover of our 1953 Annual Report which featured a photo from the same session (the three of them on the ground shaking hands next to 1267's gates). Tom helped edit the annual reports in those days and I seem to recall he proposed a caption for that photo that read something like "Larrick and Osanna subsequently went to prison. Bergen merely became portly."

## TWINCITY LINES BUS & TROLLEY NEWS

From 1937 to 1947, the Twin City Lines Employee Credit Union and Amalgamated Transit Union Local #1005 jointly produced a monthly newsletter titled Twin City Lines Bus and Trolley News. Aimed at

employees, it promoted credit union and labor union issues. Most issues included columns covering each of the stations (streetcar barns) and bus garages. These columns mostly recorded small items of human interest, such as an employee having a new baby, getting married, going off to the war and quite a few things less momentous. Sifting through the newsletters, however, reveals material that gives a feel for the work life, issues and humor of streetcar employees. They are presented in chronological order and by work location, with explanations added in italics as needed. All photos MSM collection unless noted.

### Aug. 1937 East Side

'Scratching' in transit talk means reporting to work late. It was, and remains today at Metro Transit, a cardinal sin.

The boys are figuring on passing the hat around and buy Clarence Lake a new fool-proof alarm clock. One that has a phonograph attached which will turn on automatically and say, 'Get up or you'll scratch. Get up or you'll scratch.'

### North Side

Until 1965, there was no exact fare policy. Motormen and later bus drivers made change and holdups were common. The 'owl' cars ran from midnight to 5 AM, meeting downtown hourly to transfer passengers.

**Snelling, Nicollet, Lake Street and North Side Stations were all built to the same basic plan, and all featured an upstairs dub room for trainmen. A. D. Roth photo for TCRT.**



**Front cover: This issue looks at the daily lives of Twin City Rapid Transit streetcar operators, using excerpts from the employee newsletter Bus & Trolley News. This is museum member Kirt Blewett, taken when he worked for TCRT in 1946.**

**Inside front cover: The Soo Line's transfer from Shoreham to its St. Paul yard passes over the Burlington Northern's ex-Northern Pacific main line, just northwest of Maryland Avenue and Jackson Street's in St. Paul. The bridge is still there, but the line has been reduced to an industrial spur that no longer reaches St. Paul. Charles Lavallee photo, MTM collection.**





**North Side Station in 1953, with a pullout turning onto Washington Avenue. Streetcars and buses are sharing the station. Forrest Johnson collection.**

Bro. Knud Aamodt was held up on the owl the other night. Knud said that for once he did not feel like arguing the point.

**Oct. 1937**

#### **East Side**

*Each station had an upstairs club room, staffed with a barber and custodian who subsisted on payments and tips from employees.*

Clarence (Torchey) Armagost, the barber, and Ralph Pierce, the club room custodian, are both Union men. Let us patronize our club and barber shop so we can keep them there.

*From article on North Side's 23rd anniversary.*

Many of the older men recall when the company was dickering for property on the North Side on which to build a station. They had several in view, but finally selected the present one. An old slab mill formerly occupied this site and many trainmen remember the piles of slabs which were piled high in this yard.

Luther Bakken, the present Minneapolis Superintendent, was the timekeeper. At that time the trainmen's time was kept at each station by a man designated for that particular job. Later the company moved that branch to their main office at 11th and Hennepin.

Our old departed friend, Fred Develin, was also working in the office (at North Side). He was later transferred to the money wagon and late in the year 1925 he shot it out with a holdup gang and was seriously wounded. He never recovered from his wounds and died Feb. 19, 1926. The gangsters were later captured and are serving life imprisonment at Stillwater.

At the present time there are 48 men left out of the 307 men who transferred here on opening day. There are 179 active trainmen on the payroll at the present time.

Thirty-eight men have died in the service since the station opened.

When the U. S. entered the World War, fifty-four men from this station answered the call. Only one casualty was recorded.

There were many changes during these years. In 1914 there were no fare boxes and the conductor did all the fare collecting by hand. Ringing up each fare on a register placed in the front of the car. The first front exit car was built in 1920. The motorman opened the front door and the conductor opened and closed the rear gates with a crank placed directly in front of the fare box. This was not practical, however, and was soon changed to the present system of the motorman operating both gates.

For a while in 1918 and 1919 part of the station was used as a bus garage.

There were buses operating on Lyndale, Emerson and Penn Ave. No. The street car company bought them out, ran them for a while, then pulled them off altogether. Several of the bus drivers than started to work on the street cars.

#### **North Side**

'Pat' Paulson ran over a man Hallowe'en night. However, it proved to be a straw and sawdust dummy dressed in man's clothing. Pat and some of his passengers got quite a scare out of that.

**Dec. 1937**

#### **North Side**

Shrimp Peterson is the first holdup victim of the season. The thugs got him at 54th and Chicago one night when he was working the Owl.

In the 1930s an extra board trainman was unpaid until he was assigned a run.

We have heard of many ways by which an extra man tried to get a run for himself, but the hand-painted cuspidor goes to Fred Nelson for inventing the most ingenious plan we have yet heard of. Fred had a 5:30 call one morning and his son Russell was marked up for a day run. Fred had the alarm clock. When it rang, he got up, shut it off and went to work without resetting it for Russell. Russell scratched and Fred got the run.



**Feb. 1938**  
**Snelling Station**  
**Streetcar humor.**

Harold Stone (2917), the only left handed operator in Snelling Station, was seen running around the station the other day looking for a left handed punch. On days when he has the switching job at Snelling and St. Clair the call clerk has to furnish him with a left handed switch rod.

**May 1938**

Motorman Glenn Stephenson noticed two passengers smoking in his trolley at 6:15 p. m. Sunday, so he stopped at Oakland Avenue and Ramsey Street and asked them to quit. One did so but the other refused. Finally Stephenson grabbed the passenger's cigaret and threw it out the window. The man's answer was a left hook to Stephenson's jaw. It laid him out in the aisle until he was revived by police. Stephenson later was able to continue his run, however.

**June 1938**  
**North Side**

Several times each year schedules were revised, resulting in reconfigured runs for trainmen. They selected or 'picked' their work in seniority order. This practice continues today. On the day the new schedule or 'pick' was implemented, there was always the potential for confusion.

**Turning into the wye at 44th and Oliver Avenue North on the Chicago-Fremont line.**

There was quite a mixup the last time the new pick went into effect. It seems the boys on the 28th and Emerson line are the worst offenders. Andrew Larson and Ted Berquam both thought they were working a different run. Andrew came around all right, but pulled out on the run that Ted was supposed to work. Ted scratched, as he thought he went to work later. Then they sent a call man out on Ted's run, and when he came to the end of the line, there was Andrew waiting to leave at the same time. The extra man called the station and the mistake was discovered, and the starter downtown caught Andrew and sent him back to the station to get his own time.

**October 1938**  
**Lake Street Station**

*This being a union newsletter, gripes about management and its practices, both large and small, were common.*

Why can't we get the East 25th Street sign arranged so as to be more convenient? It is absolutely senseless to have to turn those signs from one end of the roll to the other end at each end of the line. Why not put a loop sign in the blank space above East 25th Street?

**From a letter to the editor**

*The most common complaint was about tight running time.*

All the stations now have new time cards, which are much worse than the old ones, and it appears the company is going to try to work them all winter. How ridiculous. They know that it is impossible to make the time during the winter that we do in the summer. No wonder the public gets disgusted.

**North Side Station**

A bandit tried to hold up Art Peterson at 54th and Chicago one night. He put his foot on the first step, pointed his gun at Art and demanded his money. Instead of shelling out as ordered, Art closed the doors, started the car, and nonchalantly drove away, leaving the bandit to unscramble himself from the doors as best he could.

**Nov. 1938**  
**North Side Station**

*As the company attempted to phase out conductors to save money, they shifted the responsibility for backing the car around a wye to the motorman.*

Said an old-time conductor: 'It sure makes me feel foolish when we get to the end of the line and people are watching, to have the motorman come to the rear and back the car up. I have worked for this company for over thirty



years and have never had an accident backing up. It hurts like the dickens to know they do not trust me that much anymore."

#### Dec. 1938 North Side Station

Ludvig Nelson had a queer experience the other night. As he backed his car into the wye at 44th and Oliver, he noticed a man hanging in a tree on the vacant lot. Thinking that someone had committed suicide, he rushed to the spot. Sure enough, there was a man hanging there, his eyes were closed and he apparently was dead. Ludvig was going to the store and call the police, but he took another look and discovered that the man was not hanging by his neck, he had a sort of harness on, which held him without injury. Lud got back on his car and before he left, he went back to the fellow and said, 'Are you not dead yet? ". He replied, 'Can't you let a fellow rest in piece? ".

*Streetcars were always the target of youthful pranks. It is quite common at Lake Harriet today for a senior citizen to confess the sins of his youth.*

Alex is going to take a day off and lay for the kids that pull his trolley every night.

#### Shorts by Shorty column

I rode down Marquette on a Nicollet and Second streetcar the other day. Between 5th and 6th Streets there were

five automobiles double parked. After much gong ringing and whistle blowing the motorman finally got through. Not a policeman in sight.

#### April 1939 Lake Street Station

The other day Harry Hoover, motorman on the Selby-Lake line, was driving his streetcar on Marshall Avenue when someone threw an orange through the front window, striking Harry on the Adam's apple. Harry was knocked out for a few minutes in addition to being cut about the face by broken glass.

#### Sept. 1939

*Over the years, several 'Dear Gus' letters appeared, written in Swedish dialect from the fictional motorman Magnus to his equally fictional brother in North Dakota. This one complains about the pettiness of management. Luther Bakken, the Superintendent officed at 11th & Hennepin and named in the article, was real.*

Dear Gus:

Do you remember Gus one time you were on the street car wit me and we met a konduktor name of Smith. He's the one wit the long mustash and rubber kollar. Well one Morning he komes to work and the forman says to him, "Smith, the old man wants to see u today. We'll relief u after a while and u go down and see him." The guy we kalls the old man is the soup. He sits in a swifel chair in the mane office and the

fellers has to go down ther to git balled out when they has done something against the rules. His names Bakken and I think mabee hes a Norwegian, as he dont seem to be as smart as us Sweds. Well Mr. Smith gets relif a little after nine and he goes down to 11th & Henn is wher the mane office is and goes up to the soups room and sits down. A little guy stands up from behind a desk and komes over to Mr. Smith. "What kan I do for u," he says. Smith says, 'I'se 'spoused to see the soup." The little guy say, "Soups busy. Have a seat." Smith sits down and commenc to count the flys kraling around the ceiling. Purty soon he goes to sleep. And all the time hes losing money as hes doked for the time hes off his run. After a long time a buzzer buzzes and the little guy shaks Mr. Smith and say, "U kan go in now." Smith goes , in and say, "Good Mornin Mr. Bakken." He say, "Have a chair." Smith sits down and Mr. Bakken takes up a big folder which is Smiths record. In it you'll find everything he ever done rong but nothing rite. The soup he fingers the pages for sevril minits and finds what hes looking for. He looks at Mr. Smith very sever and say, "Smith, kant u afford a hankerchef?" Smith say, "Sure, I'se got lots of them." Soup say, "I got report here that u blue yur nose on yur fingers." Smith say, "Well I did forget a hankerchef one day and a kold is a awfull drawback when u no got a hankerchef." The soup say, "I was



The TCRT Trainmen's band.



reading Emily Post the other day and she says its a awful britch of ettikut for a gentleman to blow his nose on his fingers, and as we want are konduktors to akt like gentlemen even if they arnt I must ast u not to do it agin. Thats all Mr. Smith. Go back and katch yur run." So Smith goes back and katches his run but he looses a couple hours or more which he does not git paid for, which is a dirty trick. They do that to a lot of other fellers to and they dont like it and are going to put a stop to it as the foremans could ball them out just as good as the soup and mabee better for little foolish things like that.

Well Gus the hour is getting late and I have to be to work at 5:15 in the morning so I must klose now. Give our love to yur old lady and the kids.

Yur Bro. Magnus.

Nov. 1939

### PROLONG THE MOTORMAN'S LIFE

For the past three years the trainmen have been trying to impress on the company the necessity of furnishing the motormen with a seat not detrimental to their health, and on which they can perform their duties with the least amount of discomfort consistent with efficient operation. The result of our efforts during this time has been a few sample stools furnished by the company; these stools are little if any improvement over our present misnomer.

This seat (which showed up a few years later in the new PCC cars) can be had in either leather or foam rubber cushion. Back and seat adjustable to position desired.

How much more time must elapse before the company will give this fair request serious consideration so that satisfactory action can be taken.

Dec. 1939

### Street Car and Bus Men Are Musicians, Believe It Or Not

Do you remember way back in 1914 when the East Side Station organized a Band, and when the Lake Street-Station, Nicollet Station, Snelling Station and Duluth Avenue Station each organized Orchestras? Then when the North Side Station was built we had a Concert right at the North Side Club Rooms, when the Lake Street Orchestra won first prize and the East Side Station Band won second prize? Shortly after that all the orchestras disbanded but the East Side Station Band hung on for dear life, and was finally organized by



**Double ended #1230 at right was the regular car assigned to the Fort Snelling shuttle. Each trip was timed to meet both the St. Paul and Minneapolis streetcars at the wye. This location is now inside the rebuilt historic fort.**

yours truly (Norman Arneson) as a "Twin City Lines Trainmen's Band," picking up all men over the whole system who could play a band instrument and welding them together, into one organization.

This band was composed of an average of about 40 men and was managed by Mr. Arneson until about 1929, when we got orders from the Company to disband because they could not stand the expense. The band was probably the best amateur band in the Twin Cities and played in many a prominent, parade in both Minneapolis and St. Paul, besides, playing concerts in the different station club rooms in the winter time and playing for picnics, etc., in the summer time.

### Snelling Station

*The unpaid extra board was more likely to get work in the event of anything extraordinary that required additional streetcars.*

Work is very slow at Snelling Station and the boys are praying for a snow storm. It is pretty tough to try to support a family on \$112.50 per month.

June 1940

### Lake Street Station

*The 'Ft. Snelling dummy' was the free shuttle car that connected the barracks and offices along Taylor Avenue with the streetcars to Minneapolis and St. Paul at the Ft. Snelling wye, located where the historic fort is today.*

Hoken Nelson, No.1787, who operates the Ft. Snelling dummy had quite an experience June 5th. During the electrical storm lightning struck the car and set it on fire. Brother Nelson received quite severe burns on his right hand which required treatment at the post hospital. Several soldiers on the car who had never been under fire became panic stricken and jumped through windows, thereby receiving cuts from broken glass which required hospital treatment.

Oct. 1940

### Lake Street Station

Our former station barber, Jack Landon, is opening a strictly union shop across from the station, and the boys are supporting him almost to a man. You wouldn't think a trainman who claims to be a 100 percent union man would pass up a union shop and patronize a non-union shop. Well, it is being done.

Jan. 1941

### North Side Station

A few evenings ago a man boarded a Robbinsdale streetcar. He was in a great state of excitement. He said to the motorman, 'There's a man lying on your cow catcher!' The motorman jumped out to have a look, and sure enough there lay a man sound asleep. His hat was gone but he did not seem to mind that. The motorman shook him, woke him up and got him to his feet. The man looked sleepily around, then



stuck out his hand and said, 'Well, good morning, fancy meeting you here. Where have you been all this time?' After getting him safely over to the sidewalk, the streetcar proceeded on its way.

#### Sept. 1941 Duluth Station

We were curious about all the operators going in to see the foreman. Our turn came, and our curiosity was soon satisfied. You guessed it, missing fares. It seems the "Traveling Auditors" are out in full force. How about having them check the number of fares missed by those operators who run from two to seven minutes ahead of time?

#### Dec. 1941 Duluth Station

*You can only take a streetcar where there is both rail and wire. To do otherwise could be very embarrassing.*

Walter Parmenter didn't like to wye in the same place every day, so he goes down Fourth Street and goes around the old Third Street loop. Of course, there wasn't any trolley wire, but that didn't bother Walt. He got a good start and went as far as he could, then had to call for another car to pull him back to where the trolley wire started.

#### Feb. 1942 Lake Street Station

Considerable slippery rail the past month. We wish to remind you that it is the boss' responsibility to see that sand boxes on these streetcars are filled before they pull out. Union trainmen should refrain from using the sand supply box in the yard because it ties things up and is taking work away from the shopmen. If you pull a car out low on sand, a better plan is to call up to have it filled.

Ever notice how much more tired you are nowadays from streetcarring? You are not alone all the boys feel the strain. We believe in an absolute minimum of ten minutes layover at each end of the line. We think the union should insist on approving each timecard before it is put into effect.

#### Duluth Station

*'Starters' were supervisory employees stationed at critical intersections to monitor operations, deal with overloads or other problems and keep the streetcars on time. The company erected tiny shacks to protect them from the weather, not always adequately.*

The Walgreen Drug Store at 7th and Wabasha, is to move to bigger quarters across the Street. So what is to become of our starters at this point? The management of this store has been very

considerate of these men, inviting them to make use of the heated store in bad weather and supplying the boys with change when needed. Why can't the starter's coop be enlarged, with windows on all sides and a heater installed? It's true this is an outside job, but there is a lot of inside work connected with it. To stand in the cold and make out reports is no fun. We hope something will be done about it real soon. To the Walgreen Co. our best wishes for success in their new store, and to our starters our deepest sympathy while they shiver in vain.

#### June 1942 Duluth Station

*The '2000 type cars' were the lightweights, generally disliked because they were slow.*

We don't like the idea of the 2000 type cars on Rondo. Why use these cars and let the big cars stand in the yard? With only three minutes layover at each end of the line, it's enough to make a nervous wreck out of any man. Maybe it would be a good idea to have another safety campaign or something. Or is it cheaper to wreck the men and save the big cars?

#### Lake Street Highlights

*Union employees felt, with some justification, that management retaliated against activist employees.*

You who read this column may have noticed we have been campaigning for better brakes the last few months. Lowell Erickson has become a symbol in that campaign. Young Erickson took a poke at an ornery drunk in St. Paul last month, and knocked him out. Technically, he was discharged for this incident, but there are some important facts you should know about his case.

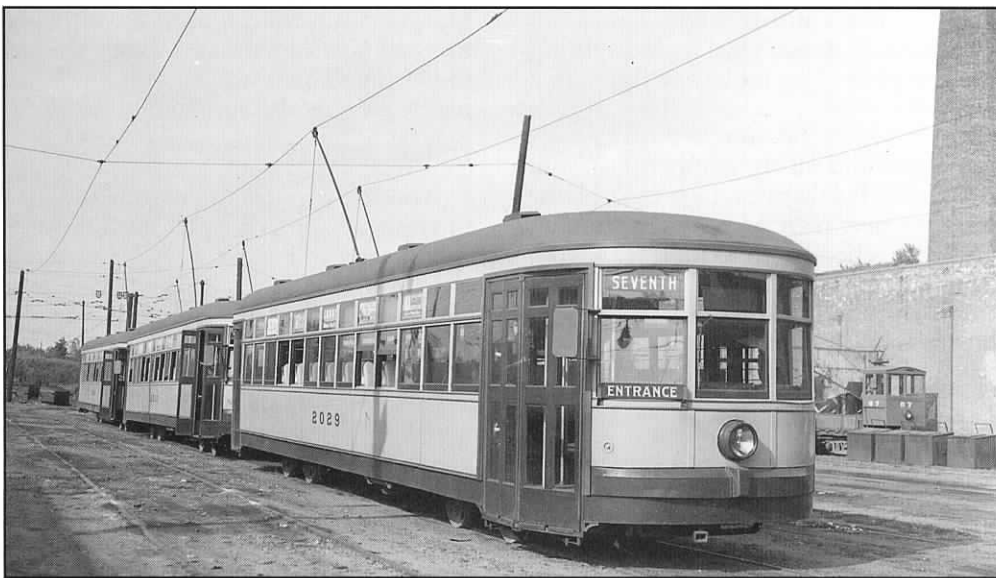
Somewhat over three months ago Erickson was driving a Bloomington street car with poor brakes. He called up and reported his brakes, but instead of his getting a new car, they sent someone up to tighten the brakes on the line. You guessed it-it did the car no good, because it never does -he went on his way and hit the car of the police chief.

When the cops asked him what was wrong he simply told the truth 'The brakes wouldn't hold' - which made front page news in the papers. From that moment on, Erickson was marked to be laid off any time some incident should turn up to be used as an excuse.

Many of our accidents are caused by poor brakes. Last year Halvor Nelson bumped a car on Lake Street. Being an active union man, he was discharged. A few minutes before the accident he had

**This is 7th and Wabasha in downtown St. Paul. The starter is standing at far left and the edge of his booth is just visible. Emil Skok photo.**





**Three of the unloved lightweights in the Duluth Station yard.**

reported the brakes and was on his way to wye at Nicollet station to have his car serviced. By the way, did you know that Nelson's case is still pending? He is still a conductor. Ho hum - good ole arbitration clause!

**Sept. 1942  
Duluth Station**

A word of warning to our new operators. This fall when leaves are on the rail, be careful. Leaves are much worse than oil. And sand is of very little help. Drive safely.

**Dec. 1942  
Duluth Station**

*On the single track Mahtomedi line, it was a major rules violation to move beyond a siding without dispatcher permission. Any motorman doing so risked a head-on collision, something the line had already experienced.*

Another one of the Brothers had 15 days off on account of a single track meet on the Mahtomedi line. This penalty is far too severe in view of the fact that there was no accident. In our estimation, five days is plenty.

**Jan. 1943**

**Duluth Station**

Some of the boys wonder about the controller man. Since the boys are only using the first and last notch, he must have a lot of spare time. We must admit the controllers are in the best shape they have ever been.

**Ray Kruger at left, with rolled up sleeves and no tie, is flouting the company uniform rules. In contrast, Glen Hilmo has it right.**

**Motorman Polite, Passenger Who Isn't Clears the Track**

*Reprinted from the Times-Tribune, Jan. 5, 1943*

A rookie streetcar motorman, Lowry Nelson, knew today that everything isn't in the rule book. And Nelson knew his rules well, when he knocked on the door of a motorist who left his car astride the car tracks on Grand Ave. between 32nd and 33rd Streets. Hat in hand Nelson politely requested the motorist come out and remove his auto so the streetcar could proceed.

"The hell I will, it's too cold," came the churlish rejoinder from the motorist. "My car is going to stay there and you can keep your streetcar there too, for all I care."

Nelson, not feeling too serene about the situation, went back to his streetcar, and found out right there he could put his rule book away. Because a barrel-

chested passenger wanted to know about that stalled automobile. Nelson told him about the motorist's attitude.

"I'll clear the track, you run your trolley," said the burly passenger. The passenger went up to the motorist's door and knocked. As the door opened the burly passenger reached in and grabbed the motorist by the neck and trotted him out in a hurry to the car tracks. "Now get it out of there," said the belligerent passenger. The cowed motorist complied.

Nelson opened the gates. To re-admit his helpful passenger, but the latter waved dissent.

"It's just a block to my home, Bud," he said. "You go along, I'm going to stay here and give this guy a beating." Nelson rolled on and didn't look back.

**May 1943  
North Side Station**

One evening one of our extra motormen did not get relieved when he was supposed to. He went over to the box to call the station. Instead of going to our telephone box he goes to the fire alarm box and turns in the fire alarm. Before long all the fire rigs in North Minneapolis were at Broadway and Emerson looking for a fire to put out. There was no fire but someone's face was pretty red.

**Duluth Station**

Did you see the new starter's coop at 7th and Wabasha? This is really a job anyone can be proud of. Equipped with a seat, heater, table, lights, windows on all sides and plenty of space for storing extra parts for our cars. It also has improved the looks of this corner. It will no longer be necessary for the operators to go in the store looking for the starter.



## July 1943 Duluth Station

Every summer the same problem confronts our company in regard to uniforms. Men have their shirts open at the neck, no tie, sleeves rolled and no cap. Expect some day to see someone without any shirt. This writer asked one of the boys why he did it. This was his answer 'Oh, well, the company won't dare say anything, they are short of men.' "Now isn't that a H\_\_\_ of an attitude? Just a word of warning, if anyone should be removed from his run some day, don't say they weren't warned.

"We need more running time, we are always late, we can't make our schedule." These are some of the remarks heard every day at our station. Most of the operators on the So. St. Paul line sing the loudest.

There is a saying that "figures don't lie," so read these over. In a check made by the company checkers on the So. St. Paul line on the afternoon of one day and the forenoon of the next, 33 cars were from 2 to 9 minutes ahead of schedule, 24 operators were the drivers of these 33 cars. One man was two and one-half minutes one trip and 4 minutes the next and 9 minutes ahead of schedule his 3rd trip. How in the world are we going to get more running time on the lines where it is needed when we have such driving? This writer sees red every time he hears of someone running ahead of time. We don't know why this happens, but it does. For the love of

Pete, fellows, cut this running ahead of schedule. It doesn't get you anything but trouble. The fact that there is a shortage of men and a surplus of jobs doesn't give us the right to throw all our principles and all the company rules in the gutter. Furthermore, we can't blame it on the new men. Most of the running ahead of schedule were men with from 15 to 40 years of service. So let's cut out the foolishness and get down to business and prove that Duluth Station has the best men on the system.

## Lake Street Station

Don't ever get on a street car and get tough and think you can get away with it when Brother Dunn is the motorman, because he swings a wicked switch rod.

## July 1943 Sept. 1943 Duluth Station

*In mid-1943, the first female motorettes, conductorettes and car cleaners were hired to replace men gone to the war. This sent some ripples through the previously all-male workforce.*

Bro. Kooch had one of the new, shall we call them 'motorettes', on So. St. Paul. He said she was a good driver. She wasn't afraid of a darn thing.

## Oct. 1943 East Side Station

What, no sheets in dormitory No. 2? Well, girls, I guess you will have to furnish your own sheets. Mrs.

Marguerite Jordan looked all over for one and she said she was never so cold in her life as she was the first night she had to sleep at the Station.

## Duluth Station

Wonder why all the carhouse come to work all spruced up? Can it be they have got their back pay or is it the feminine influence of those new car cleaners?

## Snelling Station

Br-r-r. Winter weather is sneaking upon us. Just a tip to some of the new employees. When you are getting relieved, see that the fire is taken care of. You know some day you will make relief and you would not like a cold car. To the women, you won't get dirty taking out the ashes and putting on coal, not much anyway.

## Nov. 1943 East Side Station

*High school students were recruited as wartime conductors.*

We are receiving a number of De La Salle students for part time work. I hope they will use their influence over the rest so we won't have so much trouble.

## North Side Station

Gust Johnson had a bad accident the day of the big snow. He got out to push a car off the tracks and the grateful motorist slammed the door on his finger, cutting it off at the first joint.



The motorettes arrive. North Side's Ellen Campbell with "Motorman Chet". In 1946, Doris Calvert or Roffes (we're not sure which) poses outside Snelling Station with Chuck Simon and Bob Gonnal.





**At Snelling, George Clement demonstrates how to empty the ash pan of the streetcar's coal burning stove.**

Our first motorettes, Blanche A. Ecklund No. 4101, and Agness L. Parr No. 4103, have made their debut, and are busy learning by actual experience the first lesson of street carrying, viz: Why street cars run in bunches.

#### Lake Street Station

We have quite a turnover on new men employees, but here are the motorwomen, motorman women or conductorettes or conductress or what have you: (followed by list of names.)

One of the most distinguished and best-liked passengers on the Selby-Lake line is without a doubt Archbishop Murray. On his daily streetcar rides he always has a smile and kindly greeting for us when he gets on the car.

#### Snelling Station

*Ridership exploded during the War, but it took the Schedule Department awhile to catch up.*

Wonders will never cease. We finally got a new time card on Interurban. We suppose the schedule department got tired of hearing how they run like trains on the avenue.

#### Duluth Station

*Streetcars would stay out all day and sometimes all night, requiring new crews to relieve those whose run was over. 'Making relief' happened at 'relief points' that could easily be reached by scheduled streetcar from the streetcar station. The practice continues to this day on Metro Transit.*

Well, we have a new angle on how to scratch. This a la Stedman. Bob stood at Seventh and Robert Streets to make relief on South St. Paul. His car came along and Bob told the driver to keep going. After the car went by he woke up or something. But too late. Live and learn, say we.

#### Dec. 1943 North Side Station

John Paulson wishes that more of his passengers came from South Dakota. Some time ago he found a lady's purse on the car. It was claimed and two dollars left for the finder. Then he got a letter with 35 cents and a note that it was for express charges. The package came and it contained two nice pheasants.

#### East Side Station

I wonder what Sister Marcella Roche and Bro. Briggs were doing on top of their streetcar the other night. They say it was to change the trolley. We say it was the stars they were looking at. But Marcella says it was cloudy that night.

#### Duluth Station

*As an incentive to turn in lost and found items to the office, trainmen would get them back if not claimed within a certain period of time.*

Ted Olson found seven chickens on his car which were all cleaned and he got them back. Boy, we are all waiting to be invited over for dinner.

*Trainmen were referred to by number as often as by name, another part of the transit culture that has never changed.*

The first time 3595 took out his run on Hamline he came downtown 12 minutes late and the starter asked him 'where he got stuck.' He said, 'I got stuck when I picked this run.'

They say women are men's equal. If that is so, how come the upholstered furniture and box springs cots for the motorettes? How about putting in a beauty salon for them also?

#### Jan. 1944 North Side Station

*One strategy for dealing with extremely long workdays was not to go home between shifts. Trainmen could bunk in the station's upstairs dorm between runs.*

Dan 'Early Bird' O'Connell earns worm, gets razzberry. After spending a night in the Transit Hotel, Dan got up bright and early, galloped down the stairs, bawled out the office force for not calling him, ran across the street, downed a scalding cup of coffee, beat it out into the yard, switched five cars out of his way and pulled out exactly one hour ahead of time.

#### Feb. 1944 Nicollet Station

I had always thought that Brother Anderson, No. 775, was of Scandinavian descent until the other day I came to the conclusion that he was a Laplander. When the car on which he was working as a conductor made the curve at Grant Street he lost his balance and sat down in the lap of a nice looking blond girl. He say there momentarily then got up and sheepishly begged her pardon.

#### East Side Station

At last new floors between the tracks in the barn. It will be safer to walk between the cars.

The blankets up in the sleeping rooms have all been cleaned and they will stay clean longer if those using them will only take an extra minute and fold them up and place them at the foot of the bed.

**The "trainmens rest-room" upstairs at Lake Street Station. A. D. Roth photo for TCRT.**



## Duluth Station

Push 'em up Tony, our most efficient switch cleaner in the loop, is on the war path. For twenty years Tony has cleaned switches in the loop without an accident. Then the company ordered all switch cleaners to carry red lanterns for safety. So Tony takes his little red lantern and starts on his rounds. Along comes the Big Bad Wolf in the shape of an auto driver. The Bad Wolf hit Tony's lantern, smashed it to bits, and chased Tony up on the sidewalk. Better carry a basket next time, Tony.

**Mar. 1944**

## North Side Station

The girls in the carhouse have laid in a fresh supply of beauty aids and are getting ready for the beauty contest. Louis Dobec's secretary, Miss Wheeler, is learning to be a conductor so she can get in on the fun. They want Danny to have his secretary to enter the contest also. Judge Juroshek shaves every day and has washed his unionalls. Everything is all set for the big event.

## East Side Station

I wish that some of you would-be hunters would figure out some way to get rid of the pigeons out in the carbarn. It isn't very nice to be decorated by one just as you are about to pull out.

**May 1944**

## East Side Station

There is a certain motorman at East Side who seems to delight in making it miserable for the young students and ladies who are his conductors. I should think he would be ashamed of himself.

**June 1944**

## East Side Station

Bro. Stewart Carlson, No. 469 was checked for going into St. Paul the other day wearing a white shirt open at the neck and wearing no tie. Now I believe Stewart has been here long enough to know that is against the rules.

## Duluth Station

Most of us remember when our cars went down to Faulkner (Former St. Paul Southern track in Inver Grove, abandoned in 1933). Well, Kathleen wanted to find out what it is like down there, so she started to drive down there, but she ran out of trolley wire and rails.

An auto, driven by a man who had a few too many, hit the rear of Walter

Hill's car. The driver didn't like the idea of a street car being in his way, so he gets out of his car, crawls through the front window of the street car, took a swing at Walter, and ended up in a squad car.

## Snelling Station

Thoughts between pullouts. Why do some men keep on throwing ashes in the cash box and spitting tobacco juice on the window sills? I have often wondered why the controllers and air valves have to be so greasy when the Company expects us to look neat and keep clean. It appears that a lot of us are getting negligent about making out the defect card reports. You can't expect cars in good order if you don't report them. We don't get paid for putting a car in working order, so I can't figure this out. When we are to pull out, the seat is lying on the floor with the broom and switch rods, and the two front long seats are standing on end. Maybe we should pull the cars out in that condition and there might be some changes made.

## Nicollet Station

*Call operators report to the station or bus garage at a certain time, but without a specific run assignment. They were there in case someone else scratched.*

The other day Mr. Young, No. 1073, one of the newer employees, was marked up for a 3:15 call. Well he was rather confused so he asked one of the other trainmen what this meant and was told that all that meant was that he had a call at that time. Well he went home and planted himself by the telephone and when he didn't show up one of the men in the office called him up and said, don't you know that you have a 3:15 call? Sure, he said, I know I have a call, isn't that what you are doing now, calling me? Yes, came the reply, but that means that you should have been at the station at that time to cover any assignment that might show up. After this explanation Mr. Young is still wondering if the trainman who explained to him what a call meant wasn't pulling a practical joke on him.

**Sept. 1944**

## Duluth Station

Wanted: One more Republican at our station. Then there will be two.

**Nov. 1944**

## Lake Street Station

New and bright badges with the inscription 'Operator ' have been issued to the girls instead of the

masculine and misleading "Motorman " badges. So now you may call the girls 'operator ' which to some sounds better than the rather outlandish 'motorette '.

**CALLING ALL STREETS.** In the last few weeks before election some of the conductors on the Selby-Lake line refrained from calling Dewey Avenue. But not Conductor Sommer. So one day when he as usual called out 'Dewey next ', a passenger who apparently thought Bro. Sommer was a Republican doing political propaganda work, said simply but with conviction, 'I hope not'.

## Snelling Station

It appears that the motorettes are having some difficulties over toilet facilities. We suggest they get in touch with Charley Hanson or Harold Kulstad. They claim that they can get a portable job that you can hook on behind a street car. While we are on this subject, let's all try to keep the new toilet at Fifth and Fifth clean (5th Street and 5th Avenue North, the Minneapolis wye of the St. Paul-Minneapolis Interurban line via University Avenue).

Things are about the same as usual. Interurban is still a race track and Hamline is just as lousy as it always was. The wire gate cars are still like an ice box on Monday morning.

## Duluth Station

Getting a decent time card on the Hamline line is like getting Roosevelt out of the White House. It just can't be done.

Did you hear about Danny's dream? He was driving a coach pulled by two black horses down Hennepin Avenue. Mr. Strouse (the company president) stopped him and gave him Hail Columbia for being late. Better bring your coach over on the Hamline line, Danny, we can't make the time anyway.

**Dec. 1944**

## North Side Station

If an automobile slides into a streetcar that is an unavoidable accident. If a streetcar slides on a greasy rail into an auto that is reckless driving.

## Duluth Station

*Full time employees were stationed at railroad grade crossings to flag cars through.*

We lost a good operator when Bob Kerkow decided to take a flagman job, but we gained an alert flagman at the



**A full time flagman stationed at the Mahtomedi line's grade crossing of the Soo Line on Charles Street in North St. Paul.**

Short Line crossing.

Bro. Nial Sasser of North St. Paul who has been on sick pension for a good many years is back on the job as flagman at the Soo Line crossing.

#### **January 1945 Lake Street Station**

George Barker was hailed into court on a traffic charge. He had been tagged by Railroad Policeman Healy for going through the semaphore at Franklin and Cedar. When the officer was questioned in court by Barker's attorney, he testified that while he was paid by the Milwaukee Railroad, the police department had given authority to issue traffic tags and had issued about fifty of them in the last two years. Barker had four witnesses, but after the first of these had testified and completely contradicted the assertions of the railroad officer, Judge Larson found George not guilty.

#### **Duluth Station**

'Choice' was a synonym for 'pick'. The trainmen chose their work by seniority, but

*for many years there was no limit on how long each person could take to make his choice. This led to irritating delays.*

It is hard to understand why some men hold the choice up the way they do. Just because someone takes their run is no reason to get sore and stop everyone else from choosing. The first delay on the choice accomplished what it was intended to do. There was no reason for any further delay.

#### **Feb. 1945 Lake Street Station**

The P.C.C. car has been making the rounds of the different stations so the boys and girls could have a look at the wonder and a free ride.

#### **North Side Station**

*The front platform of car 1300 has a footrest that permits the motorman to hold the spring-loaded brake lever open with his knee, freeing his hands for fare collection. Some motorman became proficient at applying the brakes with their knees. Here is the foot rest's origin.*

Lynn Barnes, Superintendent of General Shops, deserves a big hand for the clever foot rest which he devised and installed on the one-man cars. It is all the more appreciated because it was not necessary to haggle and arbitrate to get it.

#### **Duluth Station**

After damning the Hamline time card for almost a year, I chose on the line January 3rd. You know we now have the best card on this line that I ever worked. During the day and evening rush hour it sure is tops good running time and lots of lay-over. The only draw-back is the schedule in the morning. That isn't worth a tinker's damn. Then, too, we have a few men who always leave their watches at home or maybe it is their conscience they leave at home. It seems to me that a man without a watch could judge time better than some of these men do. Why spoil the good card we now have?



## April 1945 Nicollet Station

Happy Hanson tried to extend the Northwest Terminal line the other day. He ran the snow plow right off the end of the tracks.

## North Side Station

It is suggested that a card be put in the window reading: 'It requires at least 150 feet to make a smooth passenger stop. To avoid inconveniencing yourself and others, we suggest you ring the bell in the middle of the block. '

## East Side Station

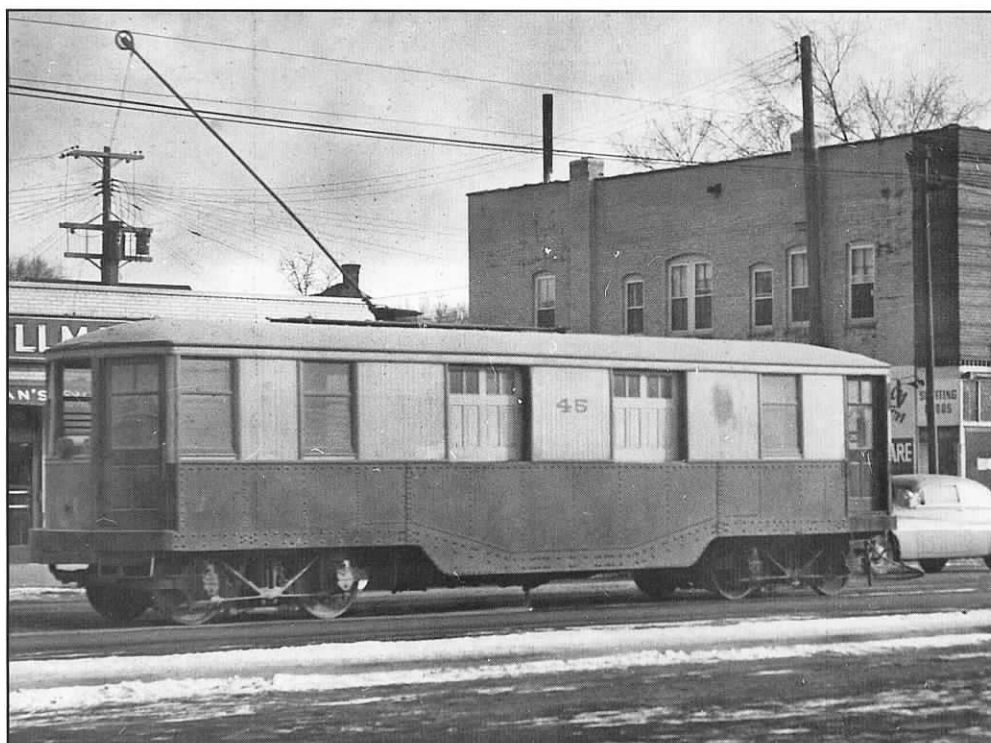
And my morning stroll down East Hennepin brought a chuckle to this sober soul. A sign reading 'Men Wanted ' was posted on a store window. Who but Jenny, No. 138, was scribbling, 'Ya, I want one too. ' And such is life for the girl of '45.

*Ardeth Rasmussen*

## June 1945 Nicollet Station

The other night one of the men pulled into the station and came in and reported that there was a man sitting in the car who was slightly inebriated and he was unable to wake him up. Well it so happened that Neisius was getting ready to go to work on the owl and he overheard this and said I'll bet that is one of my 4th Ave. customers so he went out in the car and took a look and sure enough it was one of his regular

## One of the three sand cars in service



## Late in the game, numbers appeared on the car ends

customers. So Neisius, the good Samaritan that he is, assisted the man into his car and took him home.

## Sept. 1945 Nicollet Station

Fred Weegman who works in the car house seems to have been confused on the status of his back pay and he bet Henry Morris that if he received any back pay he would kiss him in front of all the rest of the shop crew. Well, when he got his back pay check he paid his bet by planting a kiss on Henry Morris' cheek in the presence of all the rest of the car house men, much to their delight.

## Nov. 1945 North Side Station

*Apparently trainmen from North Side Station making relief on Broadway couldn't count on scheduled service to get them there on time and set out on foot.*

Beginning at 9 o'clock in the evening, the residents in the vicinity of Broadway and Emerson and Broadway and Washington fear to venture out of their houses. It seems there is a lot of running for street cars and it would be fatal indeed if they happened to be in the way of one of the conductors. This situation could be remedied by the installation of a dummy car to carry the people to the station from the relief point And then there are these last minute guys in the station, when they start to run for their cars, you better flatten up against the wall or whatever is at hand, because if they knock you down once, you're a gonner.

## Duluth Station

A word of good advice to men on the sand car. When sanding, put the sand on the inside rail. If it is put on the outside rail the autos drag it off in a hurry. And don't stop the sand 75 feet from main or branch line intersections. Get it up to the corner because that is the place it is needed the most.

## Feb. 1946 Snelling Station

We have a large mirror installed in our club rooms now, so it is easy to look yourself over from head to foot and ask yourself if you are neat and tidy. When the good old uniform inspection comes along, we are all set to say that is the way we like to see ourselves. Don't

forget there is polish and brushes in the corner for our shoes, too. It is good for the leather.

### Nicollet Station

Did you hear about the operator who called a shop man to do some adjusting on his car. Well, the shop man took a ladder, wrench, screw driver and a hammer and started for Nicollet and Lake. When he got down there the operator pointed at the rear vision mirror and said he couldn't see the rear gates, so the shop man reached up and gave the rear vision mirror a tap and the operator said, that's fine, and the shop man started back to the station with his ladder, wrench, screw driver and hammer mumbling to himself.

Some time ago a black cat got on Groden's car at, 26th street and 4th Avenue. He was so busy he didn't have time to put it off so he took it to Aldrich and back to Franklin where he put the cat off. There the cat got on somebody else's car and rode to 48th Street and 4th Avenue. This operator put it on Marge Chmielewski's car with instructions to

put it off at Franklin Ave. Marge got down to Franklin she turned around and asked where the cat was that wanted off at Franklin Ave. When nobody answered she walked back in the car and dragged the cat from underneath a cross seat, put him on her shoulder and started for the front door. One of the passengers spoke up and said, don't put him off, I'll pay his fare, and Marge said, no, I am sorry, this is his stop, and I'll have to put him off here. So ends the story of a hitch hiking cat.

### Duluth Station

*This employee suggestion was actually implemented about 1950.*

With the car yard so badly lighted, we suggest that the car numbers be placed on the front of the cars in front of the doors and also on the rear of the cars in back of the rear doors. This way a person could tell what car it is without stumbling around in the dark to try and read the numbers where they are now.

### POETRY CORNER

*From time to time, the contributors to Bus and Trolley News expressed themselves in verse.*

*TCRT employed plenty of Scandinavian immigrants, hence this poem in dialect.*

June 1938

### Lars

Dere bane in Sent Pol  
Von great big Sved  
He's von svell guy  
Vot de Rell Road need.

He bane Street Car Operator  
Good many a year  
Around Snelling Station  
Vid a smale of cheer.  
Yah! Dat Sved is Bolstad,  
He's name vas Lars.  
An bay jemeny, he  
Can run dos cars.

He lakes kawfee and kek,  
Lefsa, gammel ost,  
But Sent Pol and he's sweetie  
He lakes de most.

**"Pup" #1 has reached the east end of the Broadway Crosstown line at Jackson Street NE, opposite the Minneapolis Public Schools offices**



April 1945

### The Public

It's time to leave the station,  
It's almost forty-nine  
There's a thousand creeping autos  
To clutter up the line.  
The sign in front says, "EXIT."  
But the people do not heed.  
They say they didn't see it,  
It's a neon sign they need.  
There's a sign right in the window  
It reads: Fremont to 44th.  
The passengers will ask me,  
"Are we going south or north?"  
The bus comes by at twenty-two  
And we at twenty-four,  
They tell us they must catch it.  
'Cause they always did before.  
People climb upon the car  
And push and shove and bump,  
And when they snap their fingers  
They think that we should jump,  
And do their every bidding  
No matter how absurd,  
But when you want their token  
They cannot be disturbed.  
I'll argue if I'm sure I'm right  
Some will argue tho they're wrong  
The public will soon drive me bats  
And it won't be very long.  
The motorman will do his best  
To keep from being blunt  
Tho he asks them near a dozen times  
They will not leave the front.  
And the people like to argue  
That fact they've made quite clear  
For when the car has two men  
They will not leave the rear.  
It took some time to write this  
And some trouble that I went to,  
So if I've hurt your feelings  
Please remember that I meant to.  
Harry Green, Conductor 1246.

Feb. 1946

*A poem about the Broadway Crosstown, a lightly patronized line that was assigned lightweight cars, referred to as "pups".*

### The Broadway Zephyr

My little boy asked me once on a time  
To tell him a story, and tell it in rhymes.  
How the Broadway Zephyr, Pup number one,  
Comes down the street on the Broadway run.  
I am no poet as you doubtless know,  
But I'll do my best. All set? Let's go.  
From its wye on the hill at the Upton end

It stands poised for flight to the Jackson bend.

Its motors a-churning to do it or bust,  
It speeds down the street on its twin streaks of rust.

Moaning and groaning, quaking and shaking,  
Grumbling and rumbling.  
Battling and rattling,

Here it comes charging around the James bend.

And as it pulls up at the Emerson stop

The passengers do the Lindy hop.

They rise from their seats as if in a trance

And make a dash for the door that is marked "Entrance."

While the ones on the street, with pep and with zip,

Pound madly upon the gate marked "Exit."

Then the motorman sighs for the days of yore

When street cars were built with only one door.

But time waits for no one, so on it must go.

Under and over the bridge(s) where the great river flows,

Cross the tracks by the stone house that is friendly,

Up over the hill and on to the end.

Then quickly reversing, its route backward trailing,

Back and forward it goes 'twixt Judea and Poland.

Pausing now and then to help on their journey

Father and mother, sister and brother, Traveling to and from their home, school and workshop.

Moaning and groaning, quaking and shaking,

Battling and rattling, grumbling and rumbling,

It goes on forever, its trips without numbering.

Here it is, there it goes, Back it comes on the fly,

Rolling pieces of junk the Japs wouldn't buy.

That's the way, my little son, The Broadway Zephyr, Pup number one,

Comes down the street on the Broadway run.

Sept. 1945

### East Side Station

*The markup clerk's daily job was to assign open (unpicked) work to trainmen, to reassign any picked work left open due to absence and to parcel out unscheduled extras. There was always someone unhappy with the results.*

### Markup Man Woes

I got headaches aplenty; I got woes galore,

And I bet I ain't got a friend any more.

I mark up the extras, the guys and the girls;

Their wants and don't wants keep my head in a whirl.

When it seems that the day is going just fine,

Then my marks and their wants just aren't in line.

So it's this way and that way from morn until night;

No wonder my hair has all turned white.

If you know a guy who is looking for work,

He can have my job of mark-up clerk.

Oct. 1945

### East Side Station

*The station superintendents were invariably called 'foremen', and one was one duty at all times.*

Our poetry corner is again on the beam as we come through with a verse for Sivert Kvalheim the best night foreman in the Twin Cities.

As he sits at his desk with his feet in the air;

With repose on his face, in the world not a care.

How we envy him thus, as he sits through the night

All peaceful, serene when things are going right.

But there goes the phone; Como is slow!

A smash-up on Bloom; a scratch on Monroe!

Need a fill-in for Como, send the truck to the Heights!

A man to take Grand! What a terrible night!

In an hour or so, peace again in the air

And Sivert settles back in his old easy chair.

'Tis a wonderful job," says Mr. S. K.

If you work half the night, I can sleep all the day.



## CHARLES LAVALLEE'S PHOTOS

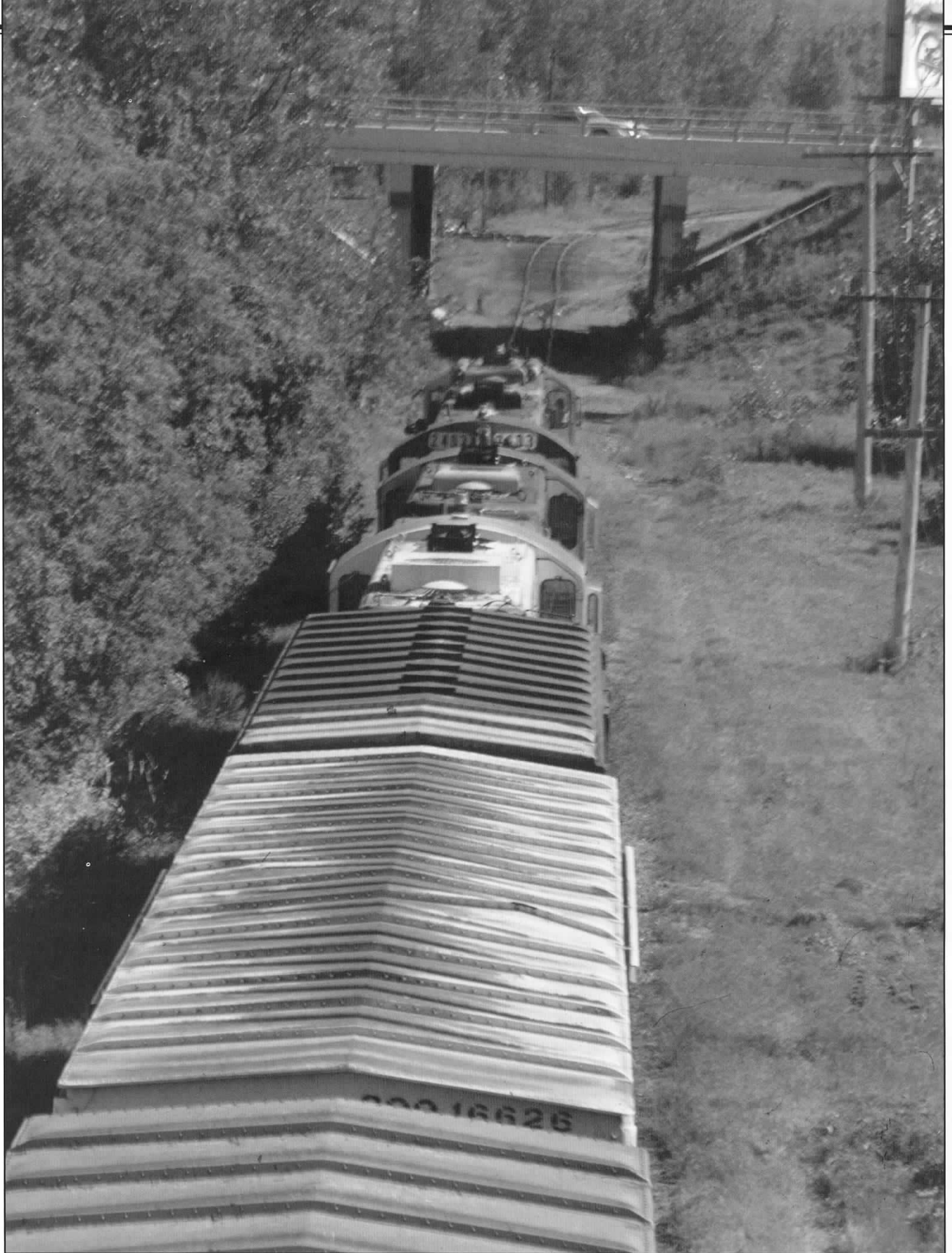
Last year member Charles Lavallee donated his 2000-slide collection to MTM. Most of it shows railroading around the Twin Cities in the 1970s and 80s, with some excursions into Greater Minnesota. That may be only 20-30 years ago, but it's amazing how much has changed since then, specifically the rail lines, structures, equipment and even railroad companies that are no longer with us. Since there are way more than can fit in a single issue, look for Charles' photos in future Minnegazettes as well.



**This first series follows a train on the Soo Line's St. Paul branch from Cardigan Junction in Shoreview to downtown. Viewed from Rice Street, geep #2550 passes over the BN's ex-Northern Pacific line from Minneapolis to White Bear Lake.**

**The matched set of geeps crosses County Road C in Little Canada.**





**Passing under Roselawn Avenue in Maplewood.**

**Looking south from the Jackson Street overpass as the train passes under Maryland Avenue and enters the St. Paul yard.**



**After passing through a tunnel under Westminster Junction, the Soo Line tracks ended at its freight house fronting on East 7th Street. This photo shows the freight house's big roof sign, plus a couple of those 70s buses featured in the last Minnegazette.**







**This series from 1975 follows a Ford Hauler from Pig's Eye yard to the Fort Plant. The plant's closing has been announced, so get your photos of this unusual railroad while you can. On a hazy day, the train departs Pig's Eye and passes under Warner Road.**

**The Ford train traverses the sidehill trestle that once skirted Anker Hospital. Below it is a Chicago & North Western work train.**





**Passing the landmark Schmidt Brewery and crossing Randolph Street (below).**



**The flanges squeal as the train takes the curve just east of Cleveland Avenue in Highland Park.**





**Left: Switching at the Ford Plant yard.**

**On the trip back to Pig's Eye, the train halts at Fordson Junction and the conductor calls for permission to enter the main line.**

**In 1978, MTM sent Dan Patch #100 and NP combine #1102 to Stillwater for Lumberjack Days. To reach Stillwater from MTM's base at Como Shops, it backtracked to northeast Minneapolis and then followed the old Minneapolis & Duluth to White Bear and the Stillwater & St. Paul branch to Stillwater. These three photos show track that has since been abandoned.**



**Still in Minneapolis, #100 parallels New Brighton Boulevard and passes under St. Anthony Parkway. Although the track is gone, this stretch has been acquired by the Hennepin County Regional Rail Authority.**





**At White Bear Lake, the Stillwater branch diverged and angled across Highway 61. After following the north shore of White Bear Lake, it swung east, crossing Highway 96 in Dellwood.**



**Rear cover: top: A northbound Minnesota Transfer approaches the Park Junction diamond near Highway 280 and Energy Park Drive. Rear cover: bottom, A Rock Island transfer crosses the double-decked rail-highway bridge into Inver Grove. Retained for awhile as a privately owned toll bridge, it is scheduled to be demolished.**





# MINNESOTA STREETCAR MUSEUM

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[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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